GENERAL AVIATION NOISE ABATEMENT PROCEDURES

The following noise abatement procedures are recommended by the City of Longmont for use by pilots during VFR conditions. These procedures should be utilized to the fullest extent possible, unless prevented by:

- Required distance from cloud criteria or other weather condition.
- Operating parameters of the aircraft involved.
- Traffic conditions or other safety factors.
- ATC Instructions

Traffic Pattern

Traffic Pattern Altitude (TPA) is 6,050 feet MSL – 1,000 feet Above Ground Level. Runway 29 is the preferred calm wind runway.

For aircraft with a constant speed propeller: After takeoff, pilots should reduce power and propeller RPM when at a safe altitude at or below 700' AGL. The power and propeller may be increased when clear of noise sensitive areas or 2,000' AGL. On approach for landing, pilots should not increase the propeller to full RPM until the power has been reduced to final approach power.

For departures which remain in the traffic pattern: Pilots should climb at Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, to at least 700' AGL before turning crosswind, reduce pitch to Cruise Climb speed during crosswind, reduce power to pattern power at 1,000' AGL, and fly a close-in downwind as detailed below.

For departures leaving the traffic pattern: Pilots should climb at Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, until reaching 1,000' AGL and thereafter at Cruise Climb speed to departure altitude.

For approach and landing: Pilots should approach the airport area as high as practical at minimum power and minimum prop RPM, descending to arrive at the traffic pattern at traffic pattern altitude. Pilots should not increase the propeller to full RPM until the power has been reduced to final approach power.

Large aircraft, jets and turbine powered aircraft should enter the traffic pattern at an altitude of 1,500’ AGL. The pilot may vary the size of the pattern depending on the aircrafts performance characteristics.

45 Degree downwind entry: Enter the pattern in level flight, at pattern altitude, abeam the midpoint of the runway.

Crossfield Entry: Enter the pattern in level flight at pattern altitude. Cross over the active runway between midfield and the end of the active runway and join the downwind leg.

When skydiving operations are in progress, avoid crosswind entries over the active runway.

Fly a Tight Pattern:

1) Runway 29 downwind should be approximately ½ and ¾ of a mile south of the runway. Turn base over intersection of Nelson and Airport Road for approximate spacing.
2) Runway 11 downwind should be approximately ½ to ¾ of a mile north of the runway.

Avoid long downwind legs in the pattern to reduce extended final approaches. Complete the base turn to final approximately ¼ to ½ mile from the runway.

Avoid touch and go landings before 8 a.m. and after 8 p.m.

Avoid over flying the City proper and outlying residential areas as much as possible. Choose uncongested arrival and departure pathways for routing purposes.

(See General Aviation Map for Recommended Approach and Departure Details)

Fly the VASI when on approach.

When arriving at the airport from over the city or neighborhoods adjacent to the airport, descending from 1500 feet AGL to pattern altitude (1000 feet AGL) just prior to entering the pattern would lessen the noise impact to the community.

Community Concerns

The Airport receives approximately 100+ complaints annually regarding flight operations that occur either over the City or to the west of the Airport. Many of these complaints can be avoided using some common sense and courtesy and by applying these Noise Abatement Procedures.

The following are examples of flight maneuvers that have caused the most anxiety to the community:

- Flying in continuous circles over the City or outlying residential areas.
- Flying lower than 1,000' AGL over the City or outlying residential areas.
- Performing aerobatic maneuvers over houses.
- Continual touch and go operations after 8:00 PM.
- Flying low over farm and ranch land to the west and north of the Airport, especially in areas where stock animals are herded and/or confined and maintained

We will have much better support from the community if you can abide by these procedures while simultaneously reducing our impact to those in the community.